



# CMAP GO TO 2040

Freight-supportive land use and  
freight/land use conflicts

Presentation to CMAP's Freight Committee

March 21, 2016

# Scope of the work

2

- Identify freight facilities and corridors
- Define freight/land use conflicts
- Define freight-supportive areas
- Identify locations of freight/land use conflicts
- Identify freight-supportive areas

# Freight facilities and corridors

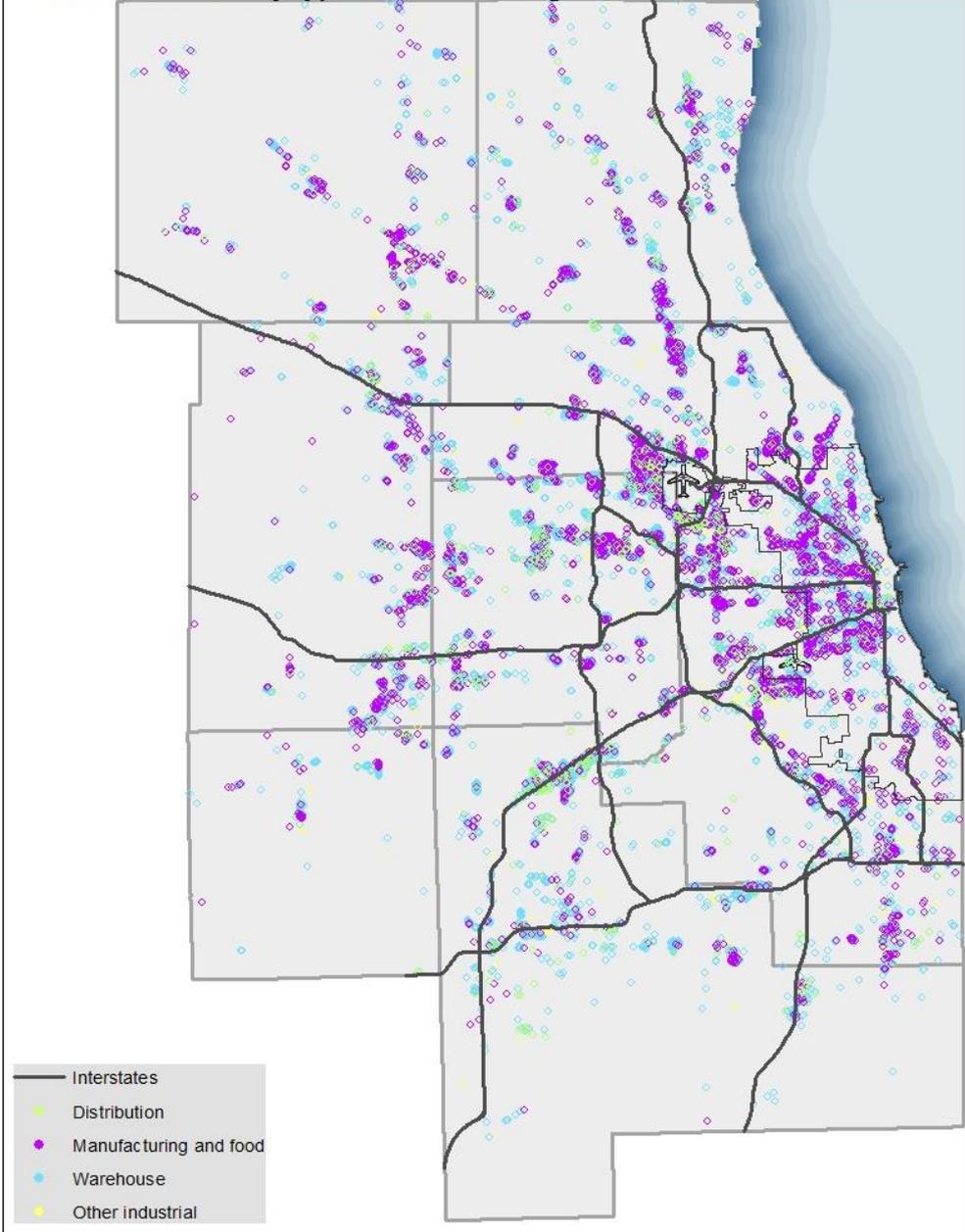
3

- Interstate system
- NHS intermodal freight connectors
- Truck routes (class II, Class III, and preferred)
- Rail-truck intermodal terminals
- Railroads
- Navigable waters
- Airports

# Industrial Inventory— freight supportive facilities

- Industrial facilities focused along transportation corridors

Industrial land use by type in the CMAP region



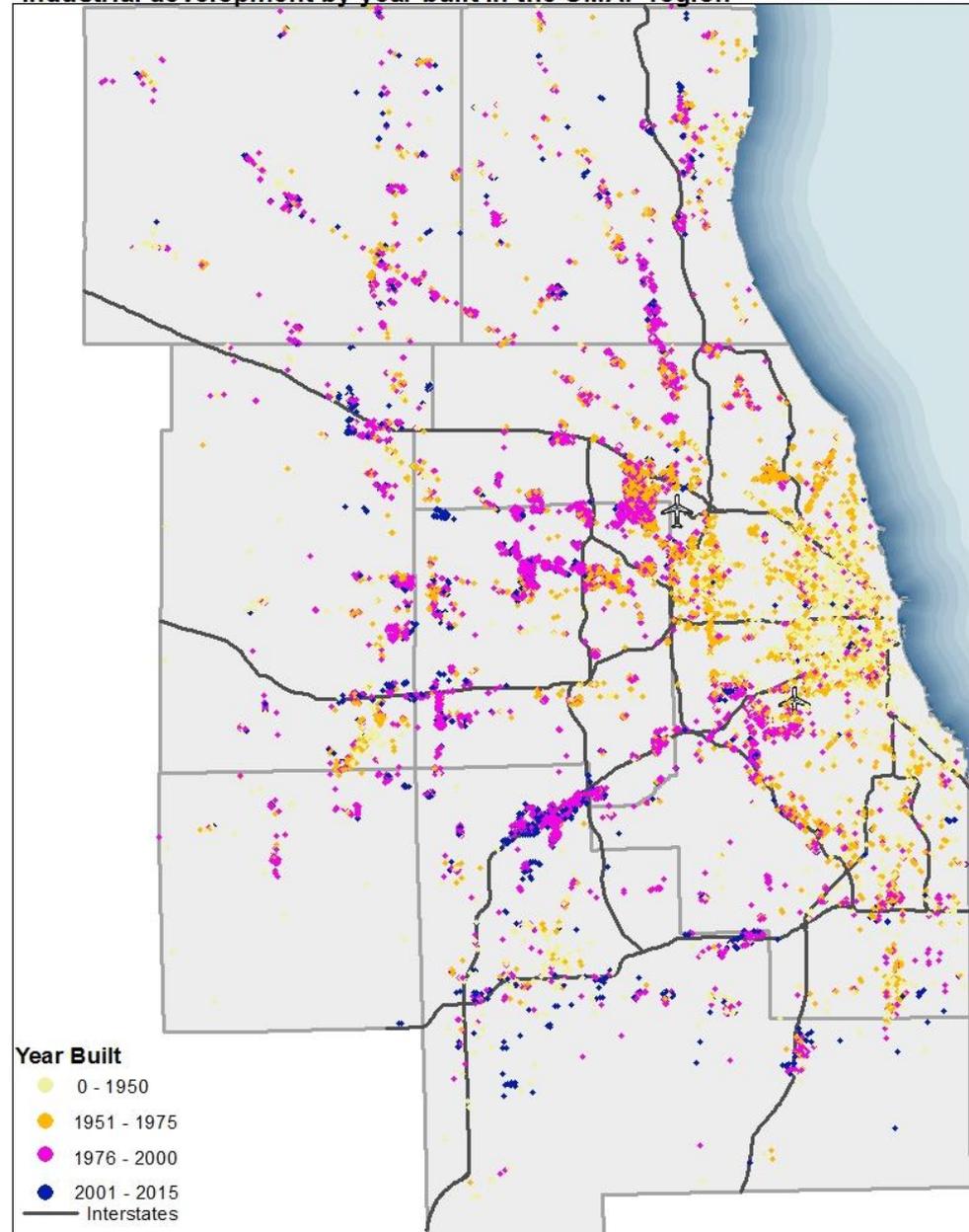
Source: Chicago Metropolitan Agency for Planning Analysis of CoStar data, 2015

# Industrial Inventory— year built

5

- Recent industrial development moving towards the edges of the region

Industrial development by year built in the CMAP region

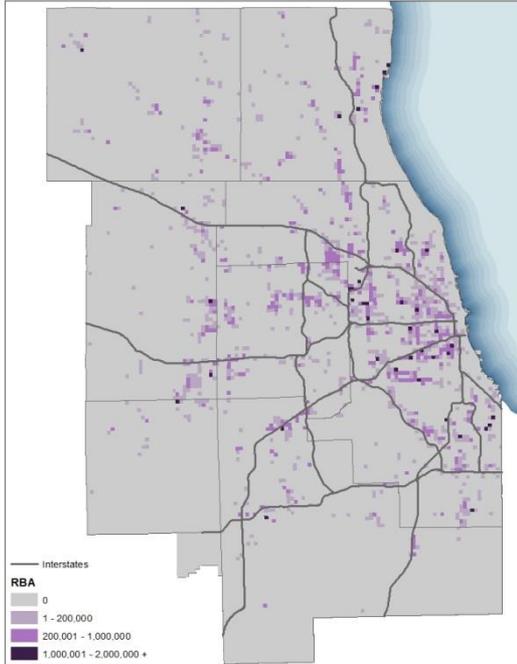


Source: Chicago Metropolitan Agency for Planning Analysis of CoStar data, 2015

# Industrial Inventory—Rentable Building Area by type

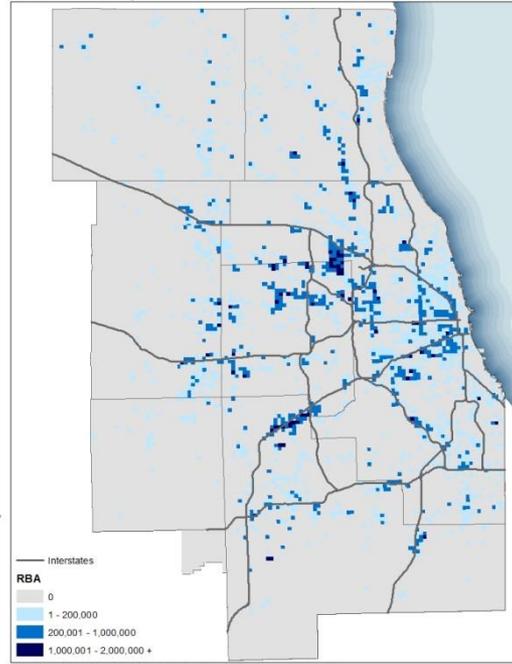
6

Manufacturing and food RBA by subzone



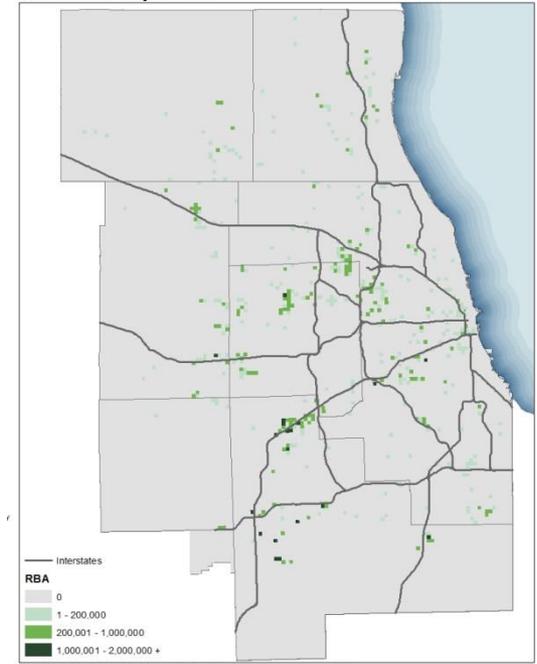
Note: Areas with no industrial RBA may be due to the absence of reported data in that area  
Source: Chicago Metropolitan Agency for Planning Analysis of CoStar data, 2015

Warehouse RBA by subzone



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Source: Chicago Metropolitan Agency for Planning Analysis of CoStar data, 2015

Distribution RBA by subzone



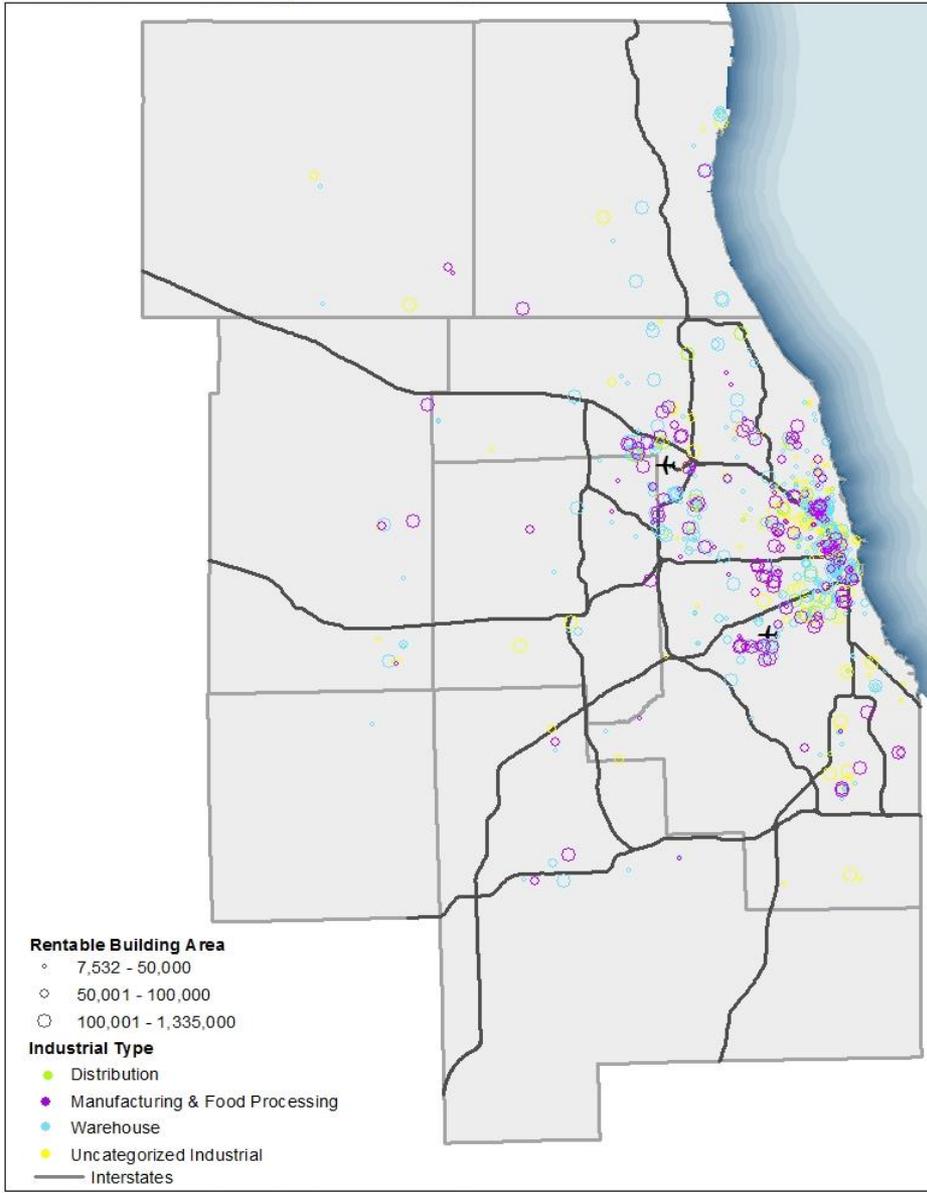
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Source: Chicago Metropolitan Agency for Planning Analysis of CoStar data, 2015

# Industrial Inventory— demolished buildings

7

- Most demolished industrial buildings in Cook County and the City

Demolished Industrial Buildings in the CMAP Region



Source: Chicago Metropolitan Agency for Planning Analysis of CoStar data.

# Freight/Land Use Conflicts

8

- **WHY:** Defining and identifying potential conflicts will help the region plan for solutions to help mitigate or prevent these conflicts.
- **WORKING DEFINITION:** Areas where freight facilities, freight-supportive facilities, and industrial land interact with sensitive land uses, creating a potential for conflict.

# When freight interacts with specific **land use** types, **conflicts** may need to be addressed:

9

Land Use	Safety	Livability	Freight Flow	Environment
<b>Residential areas</b> <i>-High density</i>	<ul style="list-style-type: none"> <li>•Air quality</li> <li>•Accidents</li> <li>•Hazardous materials spillage</li> <li>•Delayed EMS vehicles</li> </ul>	<ul style="list-style-type: none"> <li>•Noise pollution</li> <li>•Light pollution</li> <li>•Vibrations</li> <li>•Aesthetics/visual blight</li> </ul>	<ul style="list-style-type: none"> <li>•Slower freight flow with lower transit speeds and other operational restrictions</li> </ul>	<ul style="list-style-type: none"> <li>•Air quality</li> <li>•Water quality</li> <li>•Hazardous materials spillage</li> </ul>
<b>Activity centers</b> <ul style="list-style-type: none"> <li>•Main streets/downtowns</li> <li>•Medical facilities</li> <li>•Educational facilities</li> </ul>	<ul style="list-style-type: none"> <li>•Air quality</li> <li>•Accidents</li> <li>•Hazardous materials spillage</li> <li>•Delayed EMS vehicles</li> </ul>	<ul style="list-style-type: none"> <li>•Aesthetics/visual blight</li> <li>•Vibrations</li> </ul>	<ul style="list-style-type: none"> <li>•Slower freight flow with lower transit speeds and other operational restrictions</li> </ul>	<ul style="list-style-type: none"> <li>•Air quality</li> <li>•Water quality</li> <li>•Hazardous materials spillage</li> </ul>
<b>Critical natural and agricultural areas</b>	<ul style="list-style-type: none"> <li>•Accidents with livestock or wildlife</li> </ul>	<ul style="list-style-type: none"> <li>•Stress on livestock and wildlife</li> </ul>	<ul style="list-style-type: none"> <li>• Potential delays with accidental livestock crossings or migration</li> </ul>	<ul style="list-style-type: none"> <li>•Air quality</li> <li>•Water quality</li> <li>•Habitat loss and fragmentation</li> <li>•Invasive species</li> <li>•Wildlife migration</li> </ul>

**Grade crossings:** delayed freight and passenger movement from blocked crossings or accidents

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# Freight-supportive areas

12

- **WHY:** Preserving areas that are dedicated to freight-supportive activity ensures efficient movement of freight, promotes reinvestment in areas with existing freight infrastructure, and supports the economic base for the region.
- **WORKING DEFINITION:** Areas that have freight facilities, freight-supportive facilities, and industrial land.

# Next Steps

13

- Identify locations of freight/land use conflicts and freight-supportive areas in the region
- Identify freight-supportive areas for potential preservation
- In FY 17: contribute to identification of potential freight activity areas for future sub-area study

# Questions

14

- Any feedback on the draft definitions?
- Any further considerations for the analysis?



# CMAP GO TO 2040

Questions?

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